A Glance at Pending Schemes Before the Legislature.

INSIDE WORKINGS OF THE COMMITTEES

The Coming Contest on the Costigan Bill.

An Outbreak of Activity in the Lobby and "Advisory" Men.

ALBANY, Feb. 20, 1875. The interest manifested in the Costigan enactment must not take the eyes of our citizens from other important measures now pending before the egislature. A volume of bills have been introduced, many of which, no doubt, will be thrown out under the operations of the constitutional mendments, and others from the mere force of public opinion and popular agitation.

Gentlemen of an "advisory" turn of mind-a new title for the lobby-have had a very active preseace in Albany during the past week. Whispers of bargain, sale and bribery begin to taint the air. With bated breath and careful intonation these rumors are carefully circulated. These whisperbut now they assume larger proportions. A "black horse cavalry" force of thirty members is said to be thoroughly organized and equipped for action, ready to kill or carry any ure. One of our New York officials is said to have collected from his subordinates \$6,000, to one in the Judiciary Committee for the jurthering of a per bill. This statement I have from the best authority. Many important bills are now before this committee. I know nearly every man com-prising it, and can vouch for their integrity and bility. Mr. Waehner, of New York, is chairman, a young man who has exhibited considerable ability during his legislative experience, and who is not likely to forfeit his reputation at the bright opening of his political career. The other memers are Messrs, Kennaday, Hammond, Benedict, strong and thoroughly intelligent committee, and the arduous duties they have in hand will, no doubt, be conscientiously performed.

BILLS HANGING FIRE. ought to be reported and pushed through at once. They aim at necessary reforms and improvements. The introduction of a bill and its mention in the journals of the day certainly redound to the present session closes, possibly may want to know emothered in committee, or did it come for thorough argument and light of day before the whole Legislature? It is certainly wise to brighten the memory of the public occasionally upon those measures. We have several before the Legislature now. Among them might be mentioned the rollowing:—

ture now. Among them might be mentioned the following:

Mr. J. W. Smith's Gas bill, providing for the protection of consumers.

Mr. Struble's Pro Rata Freight bill.

Mr. Stanl's bill repealing the law giving the Seventh regiment a valuable piece of ground on Madison avenue upon which to creet an armory.

Mr. Costigan's bill to abolish privileges accorded to the Daily Register newspaper.

Mr. Worth's and Mr. Silverman's bills reducing the rate of ierriage upon East River Ierries.

Mr. T. C. Campbell's bill increasing the head money on emigrants from \$1.60 to \$2 cach.

Mr. Davis' Canal bill guarding against fraud and robbery in the management of the canals.

In my opinion all these bills should pass, and if they are defeated it would be well for the public to study the elements and means resorted to for the

in my opinion all these ohis should pass, and if they are defeated it would be well for the public to study the elements and means resorted to for the purpose of ensuring such a result.

RAPID TRANSIT LEGISLATION.

There are only two bills as yet introduced tending to solve the difficult problem of rapid transit in New York city. One has been presented by Senator Moore and the other by Assemblyman John W. Smith. The points and aims of both those enactments have been fully explained in the HERALD. Mr. Smith's proposition, to my mind, is the better of the two, and will merit mere favorable consideration.

THE ELEVATED RAILROAD SCHEME.

The bill sent here by the owners and incorporators of the Greenwich Street Elevated Railroad Company, I have ueen informed, will be witndrawn for amendment. It was referred to the Railroad Committee, of which Mr. Mackin, of Dutchess, is chairmen, and originally introduced in the House by Mr. F. W. seward and in the Senate by Mr. Madden. Ventilation of the matter has probably caused this change of front by the gentlemen behind the bill. If it had become law as introduced this company would have had a monopoly of the principal cross-town streets in New York city for their railroad tracks. I must do both the gentlemen who introduced the bill the simple justice to stale that I do not think they were at all aware of the great powers which it conferred it it became a law.

A big scheme by the insurance interest in the simple justice to stale that I do not think they were at all aware of the great powers which it conferred it it became a law.

A big scheme by the insurance interest in conferred in the laws of the State of the House have now before them a bill which requires very careful examination. It allows "officers and commissioned agents of fire insurance of the state of New York, or duly authorized by the Insurance Department, to transact the business of fire insurance on New York or the state of the state of New York, or duly authorized by the Insurance Department, to transact he b

porated under the laws of the State of New York, or duly authorized by the Insurance Department, to transact the business of fire insurance in this State, to organize in any city of this State for the purposes named in this act, bodies corporate to be known as boards of underwriters." The ollithen goes on to say that "the purposes of suon incorporation shall be to inculcate just and equitable principles in the business of fire insurance; to establish and maintain among their members uniformity in policies or contracts of insurance, and to acquire, preserve and disseminate valuable information relative to the business in which they are engaged, and to establish a system of patrol or detectives, and maintain apparatus for the protection of lile and property at mes." To pay expenses of this Board the bill specifies that each insurance company shall furnish annually a statement of the aggregate amount of premiums received for property where such company is located. The amount of expense must not exceed more than two per cent on the aggregate of premiums. This latest close corporation insurance scheme and raid upon policy holders (as it is they, no doubt, who will be compelled to pay these expenses) deserves something more than a casual examination before action is taken upon it by the committee.

examination before action is taken upon it by the committee.

The Union Ferry Company Monopoly.

A bill is here in the Committee of Commerce and Mavigation by which the Union Ferry Company seek to obtain possession of piers 1, 2, 3 and 4 East River. The piers are now solely occupied by canal boats and tugs, and if this enactment passes it is understood they will be compelled to go farther up the river or proceed to the Atlantic Basin, by which great additional expense and inconvenience will be incurred. The bill narrows the contest down between those interests, with the chances strongly in favor of the ferry company.

the chances strongly in favor of the ferry company.

MR. DAVIS AND THE "CANAL RING."

The late fight over the Costigan bill, in which Mr. Davis, of Washington, took such a prominent part, will throw some impediments in this gentleman's legislative raid on the canal interest. Mr. Davis (who is a democrat) led the opposition to the bill, and in the final struggle carried only six of his party with him. The majority are incensed at his action, and now threaten to defeat all bills introduced by him. The gentleman has made a study of those canal matters. It is said that hundreds of thousands of dollars have been stolen from the State by contractors and officials along the line of the canals during the past lifteen years. The machinery for regulating canals is so complicated under the present laws that it is almost impossible to trace responsibility or the parties who have thus betrayed the trusts imposed in them. In view of these facts, Mr. Davis has drawn up a bill which simplifies the canal system and under which official peculation can easily be detected. The course of Mr. Davis on the Costigan bill ought to have nothing to do with this matter. No doubt exists in the minds of the public that the State has been robbed in canal management, and if this bill can root out the evils complained of it certainly ought to pass.

THE CRUELTY TO CHILDREN BILL. THE CRUELTY TO CHILDREN BILL.

THIS measure will probably never be heard from again. The storm raised by the press and people against its passage as a sectarian and unnecessary measure has given it the death blow. Mr. Alvoro's motion takes it out of the Judiciary Committee and sends it before the Committee on General, Local and Special Laws.

NEXT WEEK'S CONTEST.

Some unusual moves will be developed on the political chess board next week in connection with the Costigan bill. Thesday brings back our distinguished legislators from town and country. Until then we have comparative rest and recreation in Albany.

THE COSTIGAN BILL.

WHAT PUBLIC MEN THINE OF THE MEASURE-

STEONG ARGUMENTS IN ITS PAVOR. It is doubtful whether public interest has ever ore concentrated in any particular legislative movement than it is now in the fate of the Contigan bill. It is also a matter of grave doubt whether, petween the adjournment of the Legie.

THE STATE CAPITAL | lature, on Wednesday, and its reassembling on Thursday, pipe-layers, wire-pullers and lobbyists generally were ever more energetic or systematic in their work. The final passage of the bill by the Assembly caused no greater sensa-tion in Albany than it did in New York. For the past few days, in lact ever since the result was made known, the Costigan bill has been the pet theme of conversation among all classes, and, apparently, all conditions of men. The poor man, the laborer, seems to feel that if this bill, passing the Senate, is not vetoed by the Governor, many of the projected designs for the improvement of our public parks and highways will be carried out, giving him steady employment and a hire worthy of his toil. The rich man lic parks and highways will be carried seems to feel that by the employment of the now idle, but would-be industrial classes, more money would be put in active circulation, which, passing from hand to hand, would eventually reach "the street" and render financial matters more uniformly balanced there.

AT DELMONICO'S. Delmonico's, corner of Broadway and Chambers street, was over-crowded last night by a large gathering of representative business men and politicians, all of whom seemed interested in the

final passage of the bill. "It will institute a regular home rule," said one, "It will relieve the money market," said another. "And, what is better than all," said a third

party, "It will remove Green." The following queries were put by a Harald reporter to the parties who uttered the sentiments

"What do you mean by the institution of home rule 911

city divorced from rings and cliques at Albany; the city independent of State legislation or the Governor's veto; the citizens of New York city, acting through a Mayor legally appointed, designating who are and who are not worthy to fill the offices subordinate to the Mayoralty. That's what I mean by home rule."

SECOND OUERY. "How will the final passage of this bill relieve the money market ?"

"In this way:-There are in and about New York city a thousand unlinished schemes. The improvement of our public thoroughtares; the adornment of our public parks; the completion of roads, avenues, aqueducts and bridges; the extension of our docks; the development of our harbor; additional inclinites for education and art, and a myriad other projects already conceived, but never executed, simply on account of the lobbyists at albany. How much has the city paid for surveyors, gardeners, architects, &c., for these schemes, admirable in general and in detail, but which have never been carried out? Thousands upon thousands of dollars—and why have they never been carried out? Thousands upon thousands of dollars—and why have they never been carried out? Because one set of hired, and another set of disinterested, individuals at Albany would not permit their consummation. Pass the Costigan bill and what will be the result? The city controls itself; unfinished work will be pushed forward to completion; labor will be at a premium; the engineers of the Kingsbridge project alone would employ 20,000 men all next summer. And what will be the issue should the bill pass, and the city resolve to improve itself? The laborer now leaning on his spade idle, discouraged, disconsolate, would find work. Hundreds of men in our unfinished parks, on our incompleted bridges, about our docks, on our public streets would be seen actively and energetically at work; all that dreary, uninhabited region above Fifty-inith street, which represents the abandonment of a great idea—in a word, all the dingr, dusky confines which comprehend the eastern and western sections of our city would be made to bloom and blossom like a garden—render them inhabitable. But how? Why, by the appropriation of money to pay our idle inhabitants for public improvements which will beautily the city, relieve public charities, increase our population, and most certainly reduce taxation. See how the people at Hariem and about Riverside Park which, though surveyed, mapped out and carefully schemed, have never been undertaken. These are only a few examples. I could give you many others, as could any taxpa adornment of our public parks; the completion of roads, avenues, aqueducts and bridges; the ex-

"How," said the Herald reporter to the third party, "will the passage of the bill remove Mr. Green!"
"The passage of the bill gives the Mayor the power of removing all parties under nim who are incompetent to full their separate trusts, and of supplying vacancies with men who are fitted for their several bositions, the Governor of the State having no voice in the selection and no power to remove the Mayor's choice. Governor Tilden's sanction of this bill, therefore, provided such sanction of this bill, therefore, provided such sanction is secured, at once removes Mr. Green from the office of Compitrolier, because Mayor Wickham fully appreciates the fact that his removal will only satisfy the wishes of the majority of those who placed him in office."

AT THE HOTELS.

The HERALD reporter, after the above question had been fairly put, and, as indicated, warmly answered, made a tour or the botels, pausing alike at the St. Nicholas, Metropolitan, Grand Central, Union Square, Fifth Avenue, Hoffman and the Windsor. During the closing hours of yesterday alternoon and the earlier hours of the evening the lobbies of all these popular resorts were over-crowded, and it is really remarkable what a uniformity of opinion in regard to the Costigan bill existed among the parties assembled there.

"There seems no doubt," said a member of the House to the Herald preporter at the Fifth avenue, but it may

House to the Herald reporter at the Fifth avenue, "but that the bill will pass the Senate, but it may be vetoed by the Governor."

"Do you think it will surely be vetoed?" asked

the HERALD reporter.
"No, I do not," was the quick response.
"Why?"

"Why?"

"Because the head and front of the democrats of this State will scarcely dare to divide the great party victory, and thus set hostile to himself more than one-half of those who worked night and day to place him in power. We are aspiring to the Presidency—I mean, of course, the democratic party is—and I don't think Tilden, even admitting that he has thrice the affection for Green that he is said to have, would allow a prejudice for one man to divide the party that elected nim, and thus excite the anger of the warmest of his Iriends."

thus excite the anger of the warmest of his Iriends."

A CONGRESSMAN'S OPINION.

A well known Congressman, upon being questioned regarding his views upon the Costigan bill, answered as follows:—"I am in favor of the bill, but do not take a great deal of interest in it. It will, probably, pass the Senate; but the Governor will most likely veto it, through his personal affection for Mr. Green."

"But would it be advisable," asked the reporter. "for the Governor to veto any bill through his personal feelings toward one man?"

"Certainly not; but, while the Governor will veto it really for Mr. Green's sake, yet he will give as a public reason for his course that the bill is antagonistic to the constitutional amendments which were planks in the Governor's platform. The bill will be productive, I think, of great benefit to the workingmen, and, by giving employ ment to a large number of people, money will be put into circulation and the money market will be relieved."

WHAT COLLECTOR ARTHUB SAYS. General Arthur, the Collector of the Custom House, in a conversation with a HERALD representative yesterday, said that it seemed to him that it made no difference to the republican party whether the Costigan bili passed into a law or not. whether the Costigan bill passed into a law or not. The foregone conclusion was that some such bill would nitimately become law, and that the patronage of all the city offices would belong to the democrats. As the bill was evidently almed to remove Mr. Green, it would, no doubt, be a success in some shape or another. He had not considered it particularly, as he was busy with his official duties. Other officials of the Custom House generally concurred in this view, and thought an improper application of the law, if it should become one, would redound to the advantage of the republican party.

TAMMANY HALL.

MEETING OF THE COMMITTEE ON ORGANIZA-TION-THE QUESTIONS OF RAPID TRANSIT AND STATE TAXATION.

The Committee on Organization of the Tammany Society met yesterday afternoon at Tammany Hall, with John Kelly in the chair. The attendance was unusually large, owing doubtless to the fact that it was thought more than probable some action would be taken in view of the late victory of the party in the passage of the "Costigan" bill in the Legislature. This subject, however, did not come up, except in an incidental way. when it was speedily dismissed. Among those present and who took part in the proceedings were Senator Moore, Assemblymen Daly, Dessar, Costigan and Shields; Aldermen McCarthy, Gilon, Reilly and Lysaght and Messrs. McInnes, Delaney, Gale, Olney, Martin, Fellows, Boyd and Sheriff Connor. STATE TAXATION AND CENSUS TAXERS.

Some routine business having been transacted the question was brought up as to what should be the action of the society in the matter of the state tax levy. This brought about considerable dis-

some discussion, was referred to a sub-committee, composed of Messers. Martin, Deinney and Gale.

RAPID TRANSIT.

Rapid transit was the next matter that was brought up before the committee. It led to a long and animated discussion. Several members held the opinion that it was the duty of the city government to provide and build a road such as is so greatly desired, for the reason that it was not only the wish of the citizens generally, but for the reason that all the property at the upper end of the island would thus be made valuable and would greatly contribute to the weath of the city and at the same time diminish the general average of the burden of taxation.

On the other side it was contended that the city has no right, and could acquire no right under the provisions of the constitution and the amendments lately adopted, to construct any such road, and that if rapid transit is ever to become an accomplished fact it must be by the capital and enterprise brought to bear at the hams of private individuals.

terprise brought to bear at the hands of private individuals. It seemed to be the general opinion that this is a question which the Tammany organization, as the representative of the democratic party, should take some active part in, and should, if a proper plan is offered which would meet with the approval of the citizens generally, indorse it and support it through its representatives and also by its influence. A sub-committee was finally appointed, on which are Messrs. Purroy, Fellows, Lysugat, Gilon and Boyd, who were instructed to consider the matter and report to the committee at its next meeting. The committee then adjourned.

THE PUBLIC MONEYS.

SHARP CORRESPONDENCE BETWEEN COMPTROL LER GREEN AND EX-CHAMBERLAIN PALMER. The following correspondence has been brought out by Comptroller Green's lately published report

ANDREW H. GREEK, Esq. Comproller.

ANDREW H. GREEK, Esq. Comproller.

Sis—in your communication to the Honorable the Board of Alterment and the Honorable the February 18, 1875, being your balance sheet of December 30, 1874, there appears among other debit items.

"Francis A. Palmer, date Const. the following:

"Francis A. Palmer (late County Treasurer), \$13.33."

Will you have the kindness to inform me at your earliest convenience what that indebedness is for, as I am not aware of owing the city or county one cent or any amount, Respectfully yours,

F. A. PALMER. CITY OF NEW YORK,
DEPARTMENT OF FINANCE.
COMPTROLLER'S OFFICE, Feb. 23, 1875.

compensation for my services. And even while I held the office of City Chamberlain I could get nothing from him in the way of salary, and for which, when I vacated that position under the charter, I had to bring three suits against him to recover the amount due me. When I settled up my accounts as County Treasurer, and having been, up to then, unable to obtain any warrants from the Comptroiter for the payment of my fees, I, acting under the advice of my counsel, Judge Edmonds, simply credited the account with the sum acove referred to in full settlement of my claim, as I was told I had a perfect right to do under the law of 1868, which clearly and distinctly provides that every County Treasurer shall be entitled to, and have the right to charge as compensation for his services, a fee of one-half of one per cent on all moneys either received or paid out by him, except in the case of the Treasurer of the County of New York. In his case it was provided that the fees charged should in no case be allowed to exceed the sum of \$10,000 per annum. It will therefore be seen that this sum of \$13,353 33 was only my just due for my services during the nearly soventeen months that I held the office. As I was the custodian of the county funds, I had, I was advised, a perfect right, in accounting for them, to charge the amount in which the county was indebted to me. This was so set forth in the statement I rendered at the time, but of which Mr. Green now takes no notice, in order to serve, as I suppose, some purpose of his own. Had I owed the county anything and been applied to for it I should have ar once paid it. As it is, Mr. Green simply debits me with this manner he is seeking to throw oddium upon me. He knows well, however, or at least I think he will be made to leel at no distant day, that the charge he thus makes aguinst me is utterly without a shadow of boundation. It is a libel publicly expressed, which I do not feel inclined to submit to. Steps are now being taken by my legal advisers to bring the question in a prop

THE FIRE DEPARTMENT.

The Board of Fire Commissioners made quite a revolution yesterday among the assistant loremen of the several companies. James B. Pettit, to Engine 37; Assistant James A. Conklin, of Hook and Ladder 17, to Engine 22; Assistant Robert and Ladder 17, to Engine 22; Assistant Robert Wray, of Engine 8, to Engine 16; Assistant John A. Munger, of Engine 37, to Engine 25; Assistant Edward A. Smith, of Engine 35, to Engine 8; Assistant George Henderson, of Engine 16, to Engore 13; Assistant Hugh Kittson, of Hook and Ladder 15, to Hook and Ladder 17; Assistant Edward S. Moore, of Engine 13, to Hook and Ladder 3; Assistant Egbert A. Hallock, of Chemical Engine 4, to Hook and Ladder 7; Assistant 8, F. Nash, of Hook and Ladder 7, to Chemical Engine 4. Beside the above ten privates were transferred to other the above ten privates were transferred to other companies and Edward B. Leveridge awarded the building of the four new aerial ladder tracks.

MUNICIPAL NOTES.

Mayor Wickham will, in a few days, send a comnunication to Governor Indea relative to his (she Governor's) request that the testimony in the Commissioners should be submitted to him. It is believed that in this communication the Mayor will reiterate the sentiments he expressed in his now famous reply to the Governor's letter for the evidence, but will, at the same time, give the evidenc e under protest, on the ground that he does cussion, during which the irregularity of the present system of assessment was freely commented upon, it being held that the extraordinary quota of the law—in other words, that he is opposed of the pairiots have burned a very large number of the whole amount which the city of New York to any policy which will prevent the democrate dies.

had been up to the present time called upon to furnish was unjust and should be protested against by the citizens. Pinailly a special sub-committee was appointed to consider the matter and report at the next meeting of the committee. The gentlemen appointed on the sub-committee are Messrs. Fellows, Gale, McMahon, Delaney, Oiney and Martin.

The expediency of the organization recommending nominees for appointment as census takers, to kerve in the gathering of data for and during the taking of the next census, then came up, and, after some discussion, was referred to a sub-committee, composed of Messrs. Martin, Delaney and Gale.

Rapid transit was the next matter that was brought up before the committee. It led to a long and animated discussion. Several members held the opinion that it was the duty of the city government to provide and build a road such as is so greatly desired, for the reason that it was not only the wish of the citizens generally, but for the reason that all the property at the upper end of the island would tous be made valuable and would greatly contribute to the wealth of the city and at the same time diminish the general average of the burden of taxation.

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PICTURES OF POVERTY.

SCIENTS AT ST. JOHN'S GUILD AND IN THE HOMES OF THE POOR.

The HERALD's readers are familiar with the noble mission of charity performed by the voluneer visitors of St. John's Guild. This name the HEBALD often has occasion to mention, and always with respect and honor. In summer as well as winter this unsectarian and liberal society has hospital for the sick children of the poor; at another by its efforts to carry food and fuel into the mes of the famishing workmen at a time when nearly all our industries are in some manner paralyzed and our tenements are filled with unwilling claimants of charity. St. John's ing that the great mass of them are hard working and useful citizens who, strive as they may, cannot realize any considerable credit at the bank, and do fairly well to keep their large families comfortable in prosperous times. To prevent these samilies from breaking to pieces and necessities; to preserve all the industrial forces that radiate from these poor men's homes; to avoid the danger of almshouses and prisons ab-

ST. JOHN'S GUILD BELIEF FUND. The following additional contributions have been received by the Rev. Alvah Wiswall, Master of St. John's Guild, and paid over to Audrew W. Leg-

gat, Almoner:-A. T. Stewart

Thompson, Knapp & Co

Anonymous, per Rev. W. Tadlock, Stamford,
Coun. rom A Young Lady, per Howard Carckinsen.. F. Z., for the people..... Anonymous.

Anonymous of Life We Are in Death*

P. Duelos, per William H. Wiley.

N. O., for the starving, per William R. Travers.

J. B. Blydenburg.

A. Lenton Offering, per G. J. N. Zabriskie
Saie of Empty Barrels.

G. D. W.

Total \$444 50
Previously acknowledged 10,190 33 Grand total.....\$10,634 88 Contributions are earnestly solicited, and may be sent to the Harallo office, or to the flev. Alvah Wiswall, No. 52 Varick street.

Archivald Montgomery and a few friends sent from the Produce Exchange yesterday a hog, weighing over 1,100 pounds, to be distributed among the poor.

THE CUBAN MOVEMENT.

Yesterday morning a telegram was received in this city from the Cuban colony at Key West, praying that Colonel Pacheco might accompany Colonel Pio Rosado on his mission to Key West to collect funds at that place for carrying on the war of independence in Cuba. Pacheco is the patriot who lately crossed in an open boat from Jamaica, with important despatches to the President of the Cuban Republic, making arrangements for the landing of inture expeditions. Colonel Pio Rosado left with Pacheco for Key West last evening in the Galveston steamer City of Waco, under the auspices of the newly formed Cuban Society, La Independencia de Cuba. Almong the Cubans who came to the pier to wish him and the cause of "Cuba Libre" Godspeed were Colonel Manuel Cespedes, son of the late President of the Republic of Cuba; Colonel Miguel Barnet, a distinguished officer in the "Maiobi" ranks; Leandro Rodriguez, treasurer of the above mentioned society; Captain Morey, José Peña, M. Lamar, M. La Madrid, Y. Truzillo, E. H. Gato, M. Valdez, a large number of Cuban workingmen, who hold Rosado in great affection; likewise several colored men and Chinese, formerly slaves in Cuba. In spite of the rain the gathering around the heroes of the day was a large one, and considerable enthusiasm prevailed. Rosado, it may be mentioned, is the man who, unaccompanied, carried a flag of truce into the town of Santiago de Cuba and had an interview with the military commandant of that town, and, wonderful to relate in his case, the Spaniards respected the parliamentary flag. Mr. Rodriguez sent a telegram to the Cuban Associacion dei Sur at Key West, informing them of the departure of the steamer, carrying Rosado and Pacheco on their patriotic mission. The Cuban colony at Key West, which numbers from 3,000 to 4,000 soils, is reported to be willing to make large sacrifices, for sending out expeditions to bring about the liberation of their country. They gave a considerable sum, a lew months since, to Colonel Lopez Queralta, an officer of the Cuban forces, who, during the late war in this country, was on the staff of General John Cochrane, for sending out resources to "Cuba Libre." It is expected that this mission of Pacheco and Rosado will be productive of great good for the cause. dependence in Cuba. Pacheco is the patriot who lately crossed in an open boat from Jamaica, with

WEATHER CHANGE.

Disagreeable Developments by the Gentle Rain.

THE SNOW, THE SLUSH AND THE FILTH

Ice in the Rivers and Sound Breaking Up.

The cold wave, which, in its intensity and con-

tinuance, has made this a winter long to be re-

nembered, and which has stirred up the conservative citizen to a hunt among musty tomes and antique records to find a precedent which might plead in justification of it, has come to an end. Once again gentle Pluvius has lent his aid to the Street Cleaning Department, and undertaken the work of cleaning our streets and avenues, undismayed at the prospect of a labor compared with which those of Hercules were mere child's play. The various theories upon climatic changes which have engaged the attention of philosophers and savants for the past few weeks to an alarming extent, exciting fears that the Gulf Stream, which from time immemorial has borne upon its broad bosom the revivifying heat of the tropics onward toward the hyperborean region, had lost its staid propriety of action, and was careering through the broad expanse of Old Ocean, no one might know where; that the earth was changing its relations to the sun, and that vegetation and the consequent comfort and serenity of mankind were to be dismally affected thereby; that the aurors borealis had somehow been snatched out of existence, and so its genial effect upon the temperature, whatever it might be, had come to an untimely end; that it would be found necessary to replant and nourish all the trees which have been cut down and used for firecenturies in order that "terrestrial absorption and radiation" might be restored to its pristine equilibrium-all these and a thousand more theories and prognostications dire, with which nervous o'd ladies of both sexes have been affrighted, can now

Secretary services and services and process and process the presence equations of the process of the presence of the presence

man was fain to be satisfied with this; it constituted the only gleak of light aimd the darkness. The non-entorement of the constituted the only gleak of light aimd the darkness. The non-entorement of the many of the constituted the only gleak of light aimd the darkness. The non-entorement of the streets, as the water, thrown out of its usual chunnels, dowed over the sidewalks and into the roadways, in many places completely flooding them ere it found its way to the entrance of the sewers. In many cases, too, these became choosed up with a composite of show and ice and filth, rendering necessary the immediate attention of those in the neighborhood in order to prevent the basements being flooded.

The necessities of travel and the neglect of incompetency of the Street Cleaning Department had caused the show in many of the narrow streets to be thrown to the curbstone, where, with the falling rain, the lee and dirt formed a mixture through which it was almost impossible to pass; nor was the way made more clear by the occasional dilapidated wagon and disused coal cart embedded in it. In some instances the water nere had covered the sidewalks and threatened to flood the celiars. A report was in circulation during the day that along South and West streets the water had flowed back in the sewers and was flooding the basement stories. A visit to those localities, however, showed this to be unitrue. Near the foot of Barclay street, on the west side, a service pipe had croken, with the effect of fling the celiar of one or two outloings, from which relays of men were throwing it out with pails; but the damage was not serious. In some of the worst localities in the city the rain and consequent thaw developed indescribable flith, which, if left to fester and rot in its present position during the coming spring, is certain to breed an epidemic which will do much toward decreasing the surplus population of the section. The wind continued casterly during the day and up to a late hour the surface of the form of the section. The

The rain inrongnout the South Atlantic States was exceptionally heavy, ranging from one to two inches.

The residents of Brooklyn and Jersey City doing business in New York expressed the hope yesterday that the annoyances experienced in crossing and recrossing the East and North rivers would soon cease. Mider weather, accompanied by rain, was especially welcome to this class, as they knew that the Ice King would succumb to these influences only. The winter to such citizens has been particularly disagreedade, Inhabitants older than the majority could not recall a period wherein so many difficulties had been met with in navigating the waters about the city. Muggy and rainy days they now pray for, as "dirty" weather will speedly release them from a thraidom that has proved very embarrassing and entailed many inconveniences. Proof of this was manifest yesterday, long before noon. In the early morning the flood tide floated up the East River considerable ice, and for awhile the bady abused pilots of the ferry boats feared there would be trouble. Happily the rain increased in violence, when, before many hours, the larger and dilicker blocks of ice began to sink deeper and deeper, and, becoming honey combed, the tugs and other passing craft made short work of the obstruction. Broken into small pieces, and those very rotten, the ferry boats experienced no difficulty worth mentioning. The easterly wind prevailing for the past two days has materially aided the clearing of the East River, as it has driven down the bay and out to sea the heavier ice, but little of which will return to annoy and annder the daily travel to and from Brooklyn.

to annoy and hinder the daily travel to and from Brookiya.

At the South and Hamilton avenue ferries the same story was told, and the several employes were delighted at the prospect of a river and bay again free from ice. In the slips on the Brookiya side there gathered a sufficient quantity of the larger hummnecks in the morning to give annoyance of a trivial nature, but this was soon overcome, and no further trouble occurred during the day. The same condition of affairs extended on the North River, and, if the terrings

Intered the whole truth, "the boats were on fime all the day." The Harlem and Morrisania boats also made their trips with great regularity, much to the delight of those who ching to this model of conveyance to the upper end of Manhattan Island, whatever the nature of the weather.

SUND NANICATION.

The rain of yesterday was also welcomed with much heartiness by the captains and agents of the Sound steamers. Not for many years has Long Island Sound been frozen to such an extent as during the past week. In winters gone by ice would be met with at times in large quantities, but not enough to prevent these large crast from fighting their way through to their destination. The last memorable winter in this respect was that of 1864-7, when some of the ildes that ply on the Sound did not despatch boats for a period of nearly four weeks. Even then the spectacle of the entire expanse of water at some points reing covered with a crystal plain fifteen or twenty inches thick, was not experienced, as has been the case recently. It is probable, however, that yesterday inaugurated the resumption of navigation on the Sound for both freight and passengers as it was the intention of the agents of one or more of the lines to withdraw the boats from the outside passage, via Sandy Hook, and despatch them by the old route.

The EBUOYS IN THE BAY.

The Lighthouse Hoard of this district will embrace the first opportunity to replace the buoys in the bay carried away by the ice. When this is accomplished the Sandy Hook pilots will feel greatly releved, as the risks of accident to inward or outside by the control of the danger which has just commenced to be set navigation in the North River. Yesterday afternoon there appeared scattered over the water several muge masses of ice, which would certainly prove utterly destructive to a tug that would have the luck to collide with them. About five o'clock a very large masse of ice which would certainly prove utterly destructive to a tug that would have the luck to collide with them. About five o

ON LONG ISLAND.

The Stratford Shoal lightboat nas been driven from her moorings by the ice, and is now at the east end of the Sound. There are a large number of vessels fast in the ice and drifting about with

The people of Babylon and other places on the Great South Bay are just now having great sport with iceboats. There is to be a grand iceboat regatta in Babyion harbor some day this week.

A large scal of the Arctic species, weigning 182 pounds, was shot on the ice in Jamaica Bay, opposite the Oceanus Ciub flouse, by Alonzo Smith, a day or two ago. This is the third scal known to have been kinied in the bay.

In consequence of the cold weather the oyster shipments from points along the Great South Bay have very perceptibly declined. Several planters have lost heavily, owing to the fact that the ice, freezing to the bottom, has carried the oysters off the grounds with the tide. Probably thousands of business have been lost in this way. All the oysters sent to market now are taken through holes cut in the ice—a tedious and expensive process.

THE ICE AT WHITESTONE.

A despatch from the Harado telegraph station, Whitestone, L. I., states that the ice of that point begins to exhibit signs of breaking up, and there is a fair channel open through from Hell Gate to the Sound. Steamers do not experience very much difficulty getting through. Altogener the prospect appears to be in layor of a general thaw setting in. Great South Bay are just now having great sport

AN ICE-BOUND PROPELLER.

The propeller City of Norwalk has for a number of days been fast in the ice and floating about within sight of the village of Stony Brook. A day or two ago her captain and a part of her crew or two ago her captain and a part of new orewards succeeded in reaching Crane Neck Point, and went to Stony Brook after provisions, having had nothing to eat for a number of days excepting frozen raw oysiers. The Captain stated that he had only coal enough to run about an hour.

A PERILOUS VOYAGE.

THE ADVENTURES OF THE FISHING SCHOONER CHARLES A. ROPER AND HER PROSTBITTEN

Yesterday morning the fishing schooner Charles A. Roper, of Gloucester, Mass., of seventy tons burden, which vessel has had a wonderful escapefrom being sink by the ice, commenced discharging her cargo of frozen herring, caught off cape Ann Shoals, alongside the Washington Wholesale Fish Market. The vessel when she came into port

Fish Market. The vessel when she came into port was covered from stem to stern with ice, which had also covered the rigging to a considerable height. The following statement of this perilous voyage was made vesterday by her captain, Mr. W. H. Kirby, to a Herald reporter:—

"We leit Cape Ann two weeks ago, and on account of tempestuous weather had to pat into Newport, where the ice carried away two of my anchors and fitteen fathous of chain. After this I started for New York, fighting my way through the ice till off Fire Island, where we had a tearnit struggle to get along. The wind cut through you like a knile, and my mate, the crew and myself were all frostbitten, but are now ecovering; the were all frostbitten, but are now recovering; the cook escaped, however," added the captain, with a smile, "owing to the galley fire. It is the most terrible voyage I ever remember. I subsequently felt in with a steaming, which brought me into port for \$100—and all's well that ends well."

A GOOD SUGGESTION. TO THE EDITOR OF THE HERALD:-

Noticing the several articles in the HERALD on the effect of frost on plumbing work, and especially your rather uncomplimentary remarks on plumbers, very many of whom are competent mechanics, as well as honorable men, and believing that you would be unwilling, knowingly, to do an injustice to any one, and at the same time seeling confident that your object is to benefit the public by giving the best information in regard to this very important branch of mechanics, I am constrained to suggest a way which, in my opinion, will, if carried out, prevent in the future the troubles experienced during the present cold weather—namely, frozen water pipes. And my idea is simply that owners of houses should employ to do their work a plumber of at least fair reputation and pay him a price that would enable him to do the job in the best manner (which will be cheapest in the long run) and not, as is usually done, by contract, a warding the job to the plumber who offers to do it for the least number of dollars (which, in the long run, is always the dearest). Having had a good deal of experience, though I am not in the business myseli, I am sure such a conrae would be found a remedy for the evil prevailing so extensively at present. I think it will be generally admitted that it is possible to find some place in every house where the pipes could be placed where they would be protected from frost if the owner is willing to allow for the extra expense that might be incurred; and I think it but just to say that less blame really attaches to the plumber for poor work than to parties who employ them, inasmuch as it has become the general rule to take from three to a dozen estimates for every lob amounting to over \$10, and to employ the lowest bidder. Now, as long as plumbing work is squeezed down to low figures people may, and I think ought to, expect trouble, it even all together unreasonable to expect that plumbers, any more than other mechanics, will do first class work for less than such work would cost them; and finally, I venture the assertion that nine out of ten cases where the water supply is stopped by frost, either inside the house or outside in the street, if the truth could be ascertaned, would be iound to be where the work was originally done by contract.

THE BOARD OF FIRE UNDERWRITERS.

The New York Board of Fire Underwriters, which for several days has been adjusting a dis pute between certain companies belonging to the Board, have brought the matter to an amicable conclusion by the adoption of a series of resoluconclusion by the adoption of a series of resolu-tions. After setting forth that there has been a sad want of good faith on the part of some mem-bers of the Board toward their associates, resolu-tions were adopted recommending the Board to reaffirm its declaration in favor of the main-tenance of the system of schedule rating, but to allow abatements from the standard rate in cer-tain specified cases. Other resolutions abrogate the compact with the Board of Pire Insurance Brokers, and repeal all rules prohibiting the ex-change of business with companies not members of the Board of Pire Underwriters.

THE STONECUTTERS.

A meeting of the journeymen stonecutters was held at their ball, corner of Twenty-third street and Second avenue, on Friday evening, as which and second avenue, or Friday evening, at which a vote of thanks was passed to the, President of the Board of Aldermen and to those members who voted in the affirmative on the resolution which was passed at their last session, directing the Commissioners of Docks and of Parks to have the stone used in the construction of docks and piers, together with what stone may be hereafter used in the public parks, cut in this city and by resignent mechanics.